NOTIFICATION

Bangalore, dated.....

S.O. 5953.—In exercise of the powers conferred by Section 4 of the Madras Forest Act, 1882 (Mdras Act V of 1882), as in force in the Madras Area, the Government of Mysore hereby—

(i) declares that it is proposed to constitute the lands in the Bantwal Taluk of South Kanara District, the situation and limits of which are specified in the schedule hereto annexed, as reserved forest ;

(ii) appoints the Assistant Commissioner, Mangalore, to be the Forest Settlement Officer for purposes of clause (*c*) of the said Section ; and

(iii) appoints the Divisional Forest Officer, Mangalore North Division, Coondapur, to attend on behalf of the Government at the inquiry conducted by the said Forest Settlement Officer.

Under Section 14 of the said Act, the Government of Mysore hereby appoints the Deputy Commissioner, of South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under Sections 11, 12 and 13 of the said Act.

SCHEDULE

Name of the District—South Kanara.
Name of the Taluk—Bantwal.
Name of the Village—Koila.
Name of the Block—Panjikal Rayee Block.
Survey field Number—S.No. 74—2, 111, 112 and 114.
About—101.00 acres (as per graph paper).

Boundary description

North : Strating from Station No. 9, a point on north-east side of Anthalaje warge lands about 5 chains away from the Kadim land, the damarcation line runs towards north-east direction from Station Nos. 0 to 6 over a distance of 3,855 links. The bearings and distance from Station to Station are furnished below.

Station Number From	*To*	*Bearings in F.B.*	*Distance in links*
0	1	63	525
1	2	121	335
2	3	53	675
3	4	35	540
4	5	75	940
5	6	74	840

East : Again the demarcation line runs on due south direction from Station Nos. 6 to 8 over a distance of 950 links and turns to north west and proceeds from Station Nos. 8 to 9 over a distance of 500 links and again turns to west and proceeds on same direction from Station Nos. 9 to 10 over a distance of 1,325 links and further it runs on due south direction and runs from Station Nos. 10 to 11 passing through Station No. 10 over a distance of 1,335 links and then turns on easterly direction and runs from 11 to 12 over a distance of 850 links and turns to south east and runs from Station 12 to 13 over a distance of 650 links and once again it turns to west and runs from Station Nos. 13 to 14 over a distance of 565 links and again turns to south and runs from Station Nos. 14 to 15 over a distance of 310 links and again it turns to east and runs from Station No. 15 to 16 over a distance of 725 links and finally it runs on due south direction from Station 16 to 18 over a distance of 2,465 links. The bearings and distance from Station to Station are furnished below.

Station From	*Number To*	*Bearings in F.B.*	*Distance in links*
6	7	154	360
7	8	198	590
8	9	318	500
9	10	251	1325
10	10a	184	740
10a	11	163	595
11	12	107	850
12	13	162	650
13	14	270	565
14	15	182	310
15	16	99	725
16	17	186	1015
17	18	210	1450

South : Further the demarcation line runs on westerly direction from Stations 18 to 19 over a distance of 970 links and turns to north and runs from Stations 19 to 21 over a distance of 2,355 links and again it turns to west and runs from Stations No. 21 to 22 over a distance of 300 links, and then once again turns to south and proceeds from Stations 22 to 23 over a distance of 985 links and further it turns to west and runs from S. Nos. 23 to 24 over a distance of 260 links and again turns to northerly direction and runs

from Stations 24 to 26 over a distance of 910 links then again it turns to west and runs from Stations Nos. 26 to 31 over a distance of 2. 920 links. The bearings and distances from Station to Station are furnished below.

Station From	*Number To*	*Bearings in F.B.*	*Distance in links*
18	19	261	970
19	20	0	810
20	21	5	1545
21	22	273	300
22	23	193	985
23	24	278	260
24	25	345½	240
25	26	345	670
26	27	275	1085
27	28	321	325
28	29	287	610
29	30	256	340
30	31	259	560

West : Finally the demarcation line runs towards north from Stations Nos. 31 to 35 over a distance of 1,090 links and turns to east and runs from Stations Nos. 35 to 39 over a distance of 2,265 links and turns to northerly direction and runs from Stations Nos. 39 to 0 passing through Stations Nos. 40, 41 over a distance of 2,280 links and closes the traverse.

The bearings and distances re furnished below.

Station From	*Number To*	*Bearings in F.B.*	*Distance in links*
31	32	309	160
32	33	327	105
33	34	0	235
34	35	31	590
35	36	128½	485
36	37	109	590
37	38	125	565
38	39	109	625
39	40	43	850
40	41	351	1050
41	0	324	380

Right of ways : A panchayat road enters the block between cairn Nos. 40—41 and bifurcates into two ; one runs towards north through the block and quits out between cairn Nos. 4—5 and goes to Goindabettu and another runs towards east still further and bifurcates into two and one goes to Koila leaving the block between cairn Nos. 14—15, another goes to Sornad leaving the block between cairn No. 17—18. These roads are maintained by the local Panchayat.

Other rights :—

1. Free grazing of cattle by the Villagers is allowed inside the block.

2. Free removal of green manure leaves by the villagers for the *bona fide* use.

3. Free removal of dry fuel by the Villagers for the *bona fide*

4. Free removal of muligrass from the block for the *bona fide* use by the villagers.

[No. AFD 190 FAF 64 (iii)]

By Order and in the name of the Governor of Mysore,

M. W. WINSTON,
Under Secretary.